

The Chronicle

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CURRENT COMMENT.

THE ASSOCIATED BOARDS OF TRADE

The three delegates from Strathcona to the meeting of the Associated Boards of Trade of Western Canada, or more specifically speaking, the provinces of Alberta and Saskatchewan, Mayor S. D. Mills, Dr. L. L. Fuller, and the secretary of the local Board of Trade, returned this morning. Only an attendance at the deliberations can convey a correct idea of the importance of the association. The exchange and interchange of ideas among the delegates aided in themselves not only an educational influence of a high order at the time of meeting, but have a profound tendency toward deeper thought and higher regard for the future. Besides the diverse views expressed by men from different points, the getting acquainted one with another, the social functions and the opportunity for observation and reflection have a beneficial effect in producing a cohesiveness of interest of the western provinces and the coming together of the many varied elements of its makeup for purposes of mutual protection and defense.

The meeting of the association gave the delegates a broader view of the illimitable resources of the country and make each as a rule, the more convinced of the advantages of his own home locality. The convention at Prince Albert has convinced us that man for man, in the grasp of important public questions, in the clearness and expression of the views put forth, in the dignified conduct of the meeting and in all that goes to distinguish a deliberative assembly, the delegates will compare very favorably with the members of any provincial legislature of the Dominion.

We propose discussing from time to time the questions that come before the Board and will give the views most generally expressed regarding them.

The Public Works Department of the City Council with more real discretion have had gangs of men digging long stretches of ditches on several of the streets of the city in readiness for sewer and water pipe. If other gangs had followed, laying the pipe and filling in the trenches there would have been no cause for complaint, but on the contrary the Department would have earned the praise of the citizens for doing a much needed work. As it is, the streets are tied up, and will be for some time, and worse still, the trenches are caving in and will have to be dug out again. This inconvenience and expense would have been avoided by a little forethought and more careful management.

We would like to draw the attention of the Public Works Department to another little matter which has been the subject of comment, and that is the state of the street crossings which are a disgrace to the city. There are few places where one can cross the street in wet weather without sinking deep into mud or slush, and some of the crossings are below the street level, forming a trough in which the water and mud remain sometimes for days. We have drawn attention to this state of affairs before but, without result. Perhaps when the rainy season is over and the need for better crossings not so great the Board will begin to besir themselves.

THE "ALL-RED" ROUTE

(From Industrial Canada)

One subject of imperial culture was advanced a stage at the Colonial Conference. The fast all-red service from England to Australia via Canada is now a live proposition. We already have a good service on the Atlantic, but it is not fast enough. If traffic is to be diverted from the United States ports it must be by supplying a better service by the Canadian route.

This can be done. Halifax is about six hundred miles nearer to Liverpool than New York. With steamships of equal speed, this makes a difference of at least twenty-four hours. The scheme in a word is to put on a twenty-four or twenty-five knot service on the Atlantic, improve the transatlantic service so as to reduce the time taken to cross it to a minimum and supplement with this an eighteen knot service on the Pacific.

This is a day of big transportation projects. Canada is on the

highway of international commerce. For many centuries the Mediterranean, as the approach to the Straits of Buer, took its toll to East, or from East to West. It and the perilous trip around Cape Horn formed the only two means of communication. Canada now forms a connecting link.

Commerce coming this way has two main objectives. A large tonnage goes to Australia, New Zealand. An immense amount of it, too, comes to Canada and the United States. The trade between the two continents is increasing at an enormous rate, and the handling of it and its distribution will be of ever-increasing importance. Most of it, unfortunately, now, is transacted through the ports of New York, Boston and Portland. It means much to Canada. Many industries would spring up that she should get her share of it. Many industries would spring up and flourish if we had this immense tonnage coming to our own ports.

There is a growing sentiment in favor of developing our own seaports. The question has been much discussed of late, and it is now only a matter of time until it is accomplished. But this is only part of the bigger scheme. In transportation, more than anything else, a big outlook is essential. Well equipped harbors will be useless if commerce does not come to them. If the steamship lines and harbors are both excellent they will be unavailing unless the railroads have sufficient distributing facilities.

THE WINE-MAKERS REVOLT

(Collier's)

The French Government, in its character of Special Providence, has never had to face a harder task than that set for it by the enraged wine-growers of the Midi. The descendants of the Provencals who marched on Paris in the Revolution, sing their new "Marseillaise" have risen in all the fury of their southern blood to demand that the Government forthwith make the industry of viticulture profitable. The series of gigantic demonstrations held at Narbonne, at Beziers, and at Perpignan, culminated on June 2 in a gathering of nine in which two hundred thousand persons—two and a half times the entire number of men, women of the town—marched in procession. These gigantic assemblies of uneducated wine-growers have been managed with wonderful order by their organizer, M. Marcelin Albert, who has suddenly developed the qualities of an extraordinary popular leader. On the appointed Sunday the embattled ruffians swarmed into the selected town by trains, in carts, and on foot, overrunning the stations and choking the roads. They march in an endless flood, carrying giant inscriptions in the Provencal dialect, of which the favorite runs: "To have so much good wine and not be able to eat bread!" They listen to fiery speeches and then quietly disperse. The troops sent to keep them in order have nothing to do, but the demonstration produces a tremendous impression upon the authorities by the mere weight of their masses of humanity.

The wine-growers are suffering because they produce more wine than they can sell. They lay the blame on the competition of adulterated products, of wines made out of sugar and chemicals, and they demand rigorous laws suppressing such fabrications. The Government has promised to meet their desires as far as possible, but French observers outside of the disturbed districts point out that adulteration is only one of the causes for their antagonism in the southern wine industry. The growers have recklessly risked the livelihood of a whole vast section on a single crop, and that a crop whose sale depends upon the uncertainties of popular taste. The French people are drinking less wine than formerly. Many of them drink beer; others are satisfied with mineral water, or even with water.

The wine-growers have sought quality rather than quantity, and now they find not only a lack of demand for their hands, but in this emergency they turn frantically to protective and injurious laws. "Half of the citizens of France," protests a writer in the "Journal des Debats," "transformed into convict guards will soon be occupied in spying upon and supervising the other half, if it still has the courage to try to work freely in a country, which if this thing keeps will have been turned into a sort of economic prison."

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BY MOTOR FROM PEKIN TO PARIS

(Mail and Empire)

Last week the most important automobile feat ever undertaken was begun. A little band of motorists left Pekin on their way to Paris. They are engaged in a contest for which no cup or prize has been offered, and glory and honour must be their reward. In one of his remarkable monologues, "Mr. Dooley" once expressed the opinion that almost any wealthy sportsman would spend the whole afternoon trundling a heavy wheelbarrow up the street if so doing he could win the right to be matched against a better trundler the next day. One dwells on this trait in human nature in considering the tremendous undertaking of the Pekin to Paris automobilists. They are going on a journey of 7,500 miles, and there will be hardly a day in the three months or so they expect to occupy in the trip they will not be called on to face some danger. It is not improbable that one or all will die of hunger in China. In the Gobi desert they may be attacked and killed by the marauders who infest these plains. For hundreds of miles they will travel through the Russian convict district where human life is held cheap as dirt. They may be robbed at one of a hundred points. The roads they will follow are in some places, so bad that the cars might easily be dashed to pieces. They are rushing rivers of giddy passions to be crossed, quipped to be avoided, inevitable natives and wild beasts and sickness to be eluded, and a thousand incidental dangers and discomforts to be faced and overcome.

Of course, if fairly good time is made, the winner will have given his car a tremendous advertisement, for never was so severe a test undergone before, and the car that survives it would have a great "talker" point" over its competitors. So far as is known only French and Italian cars are in contest, and only one of them—an Itala—is a machine of such power. This is the 24-horse-power car driven by Prince Borghese. One machine is a 6-horse-power Motori Continental, with two wheels in front and one behind. Two others are 10 horse-power. Dean Bouton automobiles. It is hardly to be said that the drivers of the cars are experienced chauffeurs. The Prince is a member of Parliament and a famous explorer besides, and he is the third trip across Asia. He is taking two men with him. M. Pons, who drives the Italy, has already won an important contest with it, and he is looked upon as a likely winner. The De Dion men have had wide experience in endurance contests. They all go armed for though on various stages of their journey they will be guarded, they must cross great tracts of country where every man is a law unto himself. Realizing the dangers of the trip, the Paris Motorists, the first that first suggested it, has given the contestants minute instructions as to how they should treat the nomads whom they will encounter. A great chief knows how to revert to speak in a loud tone of voice. He is so powerful that he has only to speak in a low tone and without growing excited. He listens to everything, even to ridiculous words, without betraying the least emotion. Above all, never strike a Russian or a Chinaman. The prestige of the great chief who does his own flogging is quickly ruined for ever.

The following is the course that will be taken—From Pekin to Kalgay, a distance of 125 miles over one fence a twenty mile climb through the mountains will bring the tourists to the plateau called the Gobi Desert. Sair Oulow is the next station, and the next is Ourga, a distance of 1,200 miles from Pekin. This is probably the most dangerous thousand miles on the trip and if the adventurers negotiate it in safety they will be justified in entertaining some modest hopes of pulling through. From Ourga they go via Kiakta to Irkutsk, in Siberia; thence by way of Tsenk and Onak over the Ural Mountains to Kazan, Nijni, Novgorod, Moscow, Warsaw, Posen, through Germany, then home at racing speed. A representative of the Motorists will accompany the party, and another is now approaching the autoists from Paris, having over most of the road, making arrangements for supplies and safe conduct.

In planning the race the enterprising Paris newspaper has a serious thought in mind apart from the time that is to be received. The time has come, in the opinion of the Motorists, when the automobile, if it is to be considered the vehicle of the future, must prove itself capable of going anywhere. Racing at high speed over level tracks and the freakish climbing of steps have proved the auto to be a highly interesting toy, but they do not prove it to be the vehicle of the twentieth century. Road contests where an army of helpers and tons of special supplies are provided are not quite the "real thing." They do not demonstrate anything but the resources of the great manufacturers. The Motorists argued that if three or

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four automobiles could start out and go half round the world, like a man on horseback, the industry would be put upon a higher plane. So one morning about three months is asked inevitable political reconstruction. "If anyone prepared will put this summer to motor from Paris to the Pacific?" Whether considerations made a Pekin to Paris tour more practicable, as so the great trip was soon arranged, and as these words are read the contestants are on their way through the great Gobi Desert.

THE CHURCH WITHOUT VISION. (The Globe.)

In his address to the Methodist Social Union of Toronto, Mr. H. W. Parks, M.P., the distinguished English industrial leader, Parliamentarian and Methodist layman, warned his fellow Christians against the folly of sin of age contentment with things as they are, when they should be alert and eager for things as they ought to be. Most injurious of all, in his judgment, is that self-satisfied pride of ancestry and of origin which makes a church glory in the deeds of goodness and greatness belonging to past generations. After the way of the downright English, he urged his Methodist brethren to set themselves to the solving of the new problems of a new age, not by the same methods or the same means, but only in the same spirit, which marked the founder of Methodism and the great leaders of his day ago.

And clearly as they see the things close at hand, earnestly as they give themselves to present and pressing duty, they must not be unduly concerned by the problems which are before them, and must be met before-hand if they are to be mastered aright.

It is the old story of self-content on the one hand and over-absorption on the other blind the church, as they do the individual, to even changing conditions of life. The vision splendid fades into the light of common day. And where there is no vision the people perish.

At this moment the churches in Canada are engaged in a survey of their past year's work. In the main the survey is regarded with satisfaction, but the most notable thing, the most hopeful sign, is the distinct and the watchful look which here and there distinguishes the attitude of the churches.

Slowly and yet surely the leaders among the new generation are grasping the truth of the church's opportunity and obligation to society. The mediæval nation threw the fullest emphasis on credit and made intellectualized conceptions of truth the chief responsibility of the church. The philosophical bias of the time was against the conceptions of truth as well as of the forms of those doctrinal statements. That old-time philosophy is now outgrown, and the new shape, if held at all, are now held with a difference. The attempts at creed re-statement only make plain to open-eyed students the wide circuit truth has swept since the days of the pre-Reformation days.

Written and today Christianity is seen to be not so much a thing of the intellect, but emphatically a thing of life and conduct and character. Hence the demand for a new statement of belief on the one hand and for a solid application of Christianity on the other.

Glimmerings of this larger vision give distinction to this year's church gatherings in Canada. There are those who scan the horizon and to whom Canada is seen as the theatre

of momentous and far-reaching struggles, in which new realizations, large industrial problems, and inevitable political reconstruction are present. They are prepared to test the Christianity of the church. Already the theologian makes an excursion into social criticism to the deeper and more vital conflict with the large practical issues in politics and industrial and social ethics. The easy and shallow maxim that the saving of the individual will effect the saving of society does not touch the rim of this question and a recognition of that fact is itself an evidence of vision on the part of the church.

When that vision comes to the church the message will not be delayed, the new-found message of Christianity to society, a message as definite and as direct as was the old-time message to the individual. And it is that drawing some of the new crisis that makes young men see visions and old men dream dreams.

The Unity of the Empire.

(Free Press.)

Mr. Harold Spencer, in the London Chronicle, refers to the difficulty which seems to have arisen, save understanding Colonial sentiment. Mr. Chamberlain, he says, rose to popularity by the fact that he was a colonialist, which led to the first time introduced in the Colonial Union. If the empire is to grow, it can only be by Great Britain treating the self-governing British nations on an equal basis. The "official line," as Mr. Spencer terms it, of treating them as "Colonies and plantations" rather than as "equal British" can never more be the backbone of the empire. Great Britain is for free trade, while the Colonies are not, is not to be maintained as an obstacle to good understanding, it is only one point among many others, which are to be settled by the Empire are agreed. "We repeat the policy of our 'Colonies' even to the point of view against the 'policy of our own goods at their ports.' 'To' will respect our policy in meeting 'our ports to the trade of the whole world' including theirs. Mutual respect in difference is an essential condition of alliance."

Upon this sound foundation can be built up an alliance and of free self-governing Commonwealth, from which would come "new wells of strength for the democratic spirit, new fields of 'labor for our great populations' and 'new securities for the future harmony of the world.' The dream is not at all Utopian.

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